Damage Caused by the Waters of the Missouri-Washout of the Montana Central Track.

Special Correspondence of the Standard.

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Special Correspondence of the Standard.

GREAT FALLS, June 19.—Water plays a vital part in the general economy of creation, and may truthfully be said to have been the one potent agency in the great chemistry of nature, which has wrought out of the long night of barbarism, the noentide splendor of modern civilization. Slow to build, it is quick to destroy, and unleashed from the puny bonds within which man has sought to confine it, it becomes a mighty and merciless disintegrating force, levelling and dissolving in a few brief hours, the results of years of patient toil.

patient toil.
On Thursday the 9th inst., a heavy downpour of rain set in upon the area of the northwest covering the main sources of the Missouri and the Columbia, and continued uninterruptedly for forty-eight hours. During that time four and a quarter inches of rain fell, and this, together with the flow from the melting snow, precipitated upon the exposed lands border-ing the streams, a widespread and disas-trous flood. The Missouri rapidly rose above its banks, until a point four and one half inches higher than that of any previous year was passed, and dykes, bridges and railroad grades were swept away like fabrics of straw. The Montana Central railroad track

through Prickly Pear canyon was utterly annihilated for miles, and more than 30 bridges destroyed. Not until Monday night did the river reach a standstill, and Tuesday the first repair material was sent from Great Falls to the front. No bridge timbers or ties were nearer than Havre and other points on the extension, but train loads of these were despatched as rapidly as needed, to Hardy, at which place the passable line of track termina-

The first disastrous incident of the flood was the breaking of the booms in the Missouri, by means of which thousands of logs escaped over the dam at Black Eagle Falls and were swept down the rapids and falls below and lost.

The upper wagon bridge at Great Falls was for a long time seriously threatened by reason of the dangerous accumulation of logs against its approaches, but the damage thus sustained was slight. At Black Engle falls the spectacle was sublime. The vast flood of the river crept silently to the crest of the dam, where it curled smoothly down like a vast torrent of oil, but upon the rocks below it was lashed into thundering breakers capped with acres of yellow foam, across which drifted obscuring clouds of prismatic mists. Mountains of water, seamed with great ravines, towered above boiling whirl-pools in which the floating logs spun like corks, while beneath the suspension bridge geyser like columns and pillars cast, for geyser like columns and pillars cast, for hundreds of feet, great showers of drops which struck like bullets. Strange wraiths and shapes grew out of the frothing abyss, and above the breakers, the waters seeming to the eye to stand still, and honey-combed like giant sponges, weirdly reminded the beholder of the terraced formation slopes of the Yellowstone park. Along the river banks the clustering huts of squatters on the rental lands were far out in the yellow flood, and perched upon the bluffs were their late occupants, shelterless among their drenched household goods.

Here and there with a swish some peninsula or overhanging bank of clay fell trees with trailing lofty tops and mastlike limbs and roots ploughed madly along the shores are were tossed about like twigs in mid-stream. Lakes covered the landscape in every direction, and every little ravine carried a torrent. Nothing to compare with the storm and its effects has ever been known in the history of the white settlement of the coun-

On Wednesday the 15th passengers from the east holding limited tickets to Helena and points west were returned to Grand Forks and thence sent by the Northern Pacific to their destinations. Many are still waiting here with the for-lorn hope of soon being able to pursue their journey over the line of the Mon-tana Central, but the latest reports indicate that the road can not be opened for at least two weeks. It is hoped that by to-morrow a transfer may be made from Wolf creek to Mitchell's by wagon. Mail and express communication will be

opened at the earliest possible moment.
Several passengers are at Cascade hoping to push on from that point by wagon to Helena, but the condition of the county roads and bridges seems to preclude the possibility of carrying out their purpose. Wrecking crews have reached a point four miles of Craig and report the track still in part submerged and some of the tunnels caved.

P. B. Gallagher, J. W. Stanton, R. W. Cooley and Frank Atkinson reached here last night from Helena, having accomplished the journey by riding over such of the railroad as remains intact by the floods, about 70 miles, and walking, or rather climbing, over rough mountain trails, through dangerous defiles and along rocky cliffs, for a distance of 20 miles

The travelers rode on a work train from Helena to Billy John's place, where their tedious foot fourney began, and only by creeping along the steep and slippery slopes of the canyon were they able to reach Wolf creek. Here they found a hand car and were thus carried five miles. The remainder of the way to Craig was ac complished by alternately walking and riding on two water-bound railway trains, which carried them short distances. At Craig they were conveyed to Great Falls

by a work train. Mr. Gallagher states that the track of the Montana Central railroad is as completely absent as though it never had an existence. Through the Prickly Pear canyon the grade is entirely swept away, the bridges gone, and not only the ties have disappeared, but the iron as well.

Two or three crews are at work at dif-ferent points, numbering altogether 300 even, but there is work for a force of 5,000 men to get the road opened for through traffic. Several section houses and farm buildings have been destroyed, and in one instance a Swede, who occupied a small house in the Prickly Pear canyon, was compelled to retreat to the roof of his

WORK OF THE WATER

dwelling. For a day or two food was toosed to him from the rocks above, but at length the building began to rock on its foundation and was slowly swept out by the current into mid-stream. Fortunately the spreading branches of a large tree came within reach, to which he escaped, and from which he was afterwards rescued by means of a raft. The streams were still badly swollen and many of them were crossed by the party on stringers or upon the track which sometimes remained suspended across from bank to bank.

There is an enormous amount of snow still in the mountains, three feet having fallen at the head of the Dearborn during

A line of saddle horses will be put on between Wolf creek and John's place as soon as the road can be somewhat im-

soon as the road can be somewhat improved. Passengers will then be transferred 12 miles.

The river is falling here at the rate of one inch per hour and will probably recede more rapidly during the next day or two, until it reaches the usual high water level for this season. Old timers predict a long period of flood water.

The western mails are being sent from here by way of Farge.

MISCELLANEOUS.

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FOR SALE-Large hotel, furnished, at Rum-sey, Mont.; terms, spot cash. Mike Bolger. FOR SALE—Building formerly known as the Old Southern hotel for sale. Inquire of Dan Tewey, Butte.

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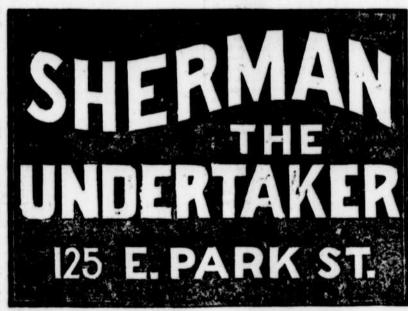
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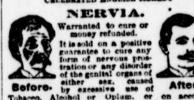
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snip, before J. A. Rockwell. Justice of the Peacy.

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You are hereby summoned to be and appear before me, J. A. hockwell, a Justice of the Peace in and for the County of Deer Lodge, as my office, in Ana onda, witain ten (10) days after the service of this summons by publication, then and there to make summons by publication of seventy-one and twenty-nine one-hundred and the summon su

Corns, Bunions, Ingrowing Nails REMOVED Prof. I. Jeffreys CHIRCPODIST, MANICURE and DERMATOLOGIST

Room 6, 36 Main Street, Butte, Mont.